

APPROXIMATE DISTANCES.

The following is a statement of approximate distances of the Canadian Pacific Railway, as projected:

	Intermediate distances.		Total distances.
	Miles	Miles	
Mattawa to junction of Nipigon branch.....	580	900
Junction of Nipigon branch to Fort Garry.....	320	
Mattawa to Fort Garry.....		900	
Nipigon branch	120		
Fort Garry to Jasper House.....		1000	
Jasper House to Yellow Head Pass.....	40	
Yellow Head Pass to Tête Jaune Cache.....	60	
Jasper House to Tête Jaune Cache.....		100	
Mattawa to Tête Jaune Cache.....		2000	
Tête Jaune Cache to New Westminster (Burrard Inlet) via Kamloops and line under Survey.....		450	
Mattawa to New Westminster.....			2450
Mattawa to Tête Jaune Cache (as above).....		2000	
Tête Jaune Cache to Bute Inlet, via North Thompson and Lac la Hache.....		450	
Mattawa to Bute Inlet.....			2450
Mattawa to Tête Jaune Cache (as above).....		2000	
Tête Jaune Cache to Bute Inlet, via North Fraser River and Forts George and Chilcotin.....		450	
Mattawa to Bute Inlet.....			2450
Mattawa to Bute Inlet (as above).....		2450	
Bute Inlet to Alberni Canal (Barclay Sound).....		150	
Mattawa to Alberni Canal.....			2600
Mattawa to Bute Inlet (as above).....		2450	
Bute Inlet to Victoria (Esquimault Harbor)		250	
Mattawa to Victoria.....			2700
Mattawa to Tête Jaune Cache (as above).....		2000	
Tête Jaune Cache to Port Essington, via North Fraser River.....		500	
Mattawa to Port Essington.....			2500

EXPLORATORY SURVEY.

The following statements are taken from Mr. Fleming's Report:—

"A point near the River Ottawa, opposite Lake Nipissing was selected as the eastern end of the Survey, this point, named 'Mattawa,' is common to and easily connected with the Railways, built and projected, in Ontario and Quebec.

"The Terminus on the Pacific coast is still an open question; its selection will probably be governed to a considerable extent, by the comparative facilities for Railway construction presented by various projected routes through British Columbia.

"It was found that the general direction of the Railway Line would be governed, by certain important physical features at various points through the country to be traversed.

"Prominently among these may be men-

tioned: 1st, the very rugged country along the shores of, and for some distance back of Lakes Huron and Superior; 2nd, Lake Nipigon; 3rd, Lake of the Woods; 4th, Lake Manitoba; 5th, the Rocky Mountains; and lastly the Gold, Selkirk and Cascade ranges of mountains in British Columbia.

"The leading features of the country naturally divide the survey into three great divisions.

"First.—From Mattawa to Fort Garry.

"Second.—From Fort Garry to the Rocky Mountains.

"Third.—From the Rocky Mountains to the Pacific Coast;

It will be convenient to refer to the subject under these separate heads.

MATTAWA TO FORT GARRY.

"Very little information could be obtained